

our armies or our fleets, but at home we have a lamb as our emblem, which teaches us how to be shorn of our fleece without bleating.

For the sake of liberty and old England, my gallant brother tars, do not sit on your benches in Parliament without one broadside in so noble a cause. Wage noble war against corruption, and consider infamy in all its branches as your direct foe. Prepare a *new tax*, if necessary, for the purpose of purchasing the charters of our venal boroughs, and it will be cheerfully paid. We see them bought almost daily, for the sake of gaining a contract—I am afraid also, of getting a ship, or a good cruise—for the sake of franking for a banking house, to increase or preserve the interest of an old peer, or for the sake of getting a new one added to the list of the peerage. How much more satisfactory will it be when we see them bought *for the good of the public*. The black slave trade has been happily abolished, after many years hard work, and surely it will be well worth a patriot's most strenuous exertions to restore all those of his fellow-creatures, who are now enthralled in the base chains of corruption, to the dignity of freemen, and the excellence of honesty and moral worth. I was in hopes, Mr. Editor, that the resolution of the inhabitants of Westminster, to have at least one member constitutionally returned, would have had a good effect as an example, but I fear not. How easily might Mr. Pitt have effected, how easily could any patriotic ministry effect, such a reform as would satisfy the British nation, would add lustre to the crown of a then really free people, and give tenfold additional vigour to all our operations. I fear such an expectation is, however, too Utopian.

I remain, Sir, yours, &c.

E. G. F.

ACCOUNT OF THE LATE MR. DALRYMPLE.

MR. EDITOR,

CONCEIVING that the following brief account of the late Mr. Dalrymple, who, for the last thirteen years of his life, held the office of hydrographer to the Admiralty, might be acceptable to many of your readers, I have copied it from the MONTHLY MAGAZINE for August, and transmitted it to you for insertion in the NAVAL CHRONICLE.

Yours, &c.

C. D. L.

“ Alexander Dalrymple, Esq. by his abilities, and the incessant labour of half a century, had acquired the well-earned reputation of undisputed pre-eminence in the important science of hydrography. This gentleman was born on the 24th of July, 1737, at New Hailes, near Edinburgh, the seat of his father, Sir James D. Bart. of Hailes. His mother was Lady Christian, daughter of the Earl of Hadington, and Alexander was the seventh son, out of sixteen children, whom she brought her husband. He received his education at the school of Mr. David Young, of Hadington; but as he left it before he was fourteen, and never was at the university, his scholastic attainments were very limited. Sir James Dalrymple died in 1750; and General St. Clair, who had married his sister, through his intimacy with Alderman Baker, then chairman of the East India Company, procured his young relative the appointment of a writer in the Company's service. In November, 1752, he was placed on the Madras establishment; and about the middle of the following month embarked at Gravesend, on board the Suffolk Indiaman, commanded by Captain Wilson, for the place of his destination. On his arrival at Madras, the badness of the hand he wrote occasioned him to be placed at first under the store-keeper, instead of being employed in the secretary's office, the only school in which a general knowledge of the Company's affairs can be acquired. He was, however, soon removed into the latter, and from the instruction of Lord Pigot, to whose protection he was particularly recommended, he speedily learned to write a very good and fluent hand. To this instruction the public are in some measure indebted for whatever excellence there is in the writing to the maps and charts which have been published by Mr. Dalrymple. He likewise obtained the patronage of Mr. Orme, the celebrated historian, and Mr. Dupré, the secretary, who, by his application, procured him to be appointed his deputy. While he was in this office, Mr. Dalrymple was assiduously engaged in examining the old records, to qualify himself, by an acquaintance with them, to fill the office of secretary, which he was in succession to expect. While thus employed, he found that the commerce of the eastern islands was an object of great consideration with the Company, and he conceived an earnest desire to recover that important object for this country. A favourable opportunity offered for an attempt to execute his design. Mr. Dalrymple was induced to propose to go into the Cuddalore schooner to the eastward, on a voyage of general observation, and Governor Pigot acceded to the plan. He accordingly embarked on the 22d of April, 1759,

on board the *Winchelsea*, bound to China, and commanded by the Hon. Thomas Howe; and from that able navigator Mr. Dalrymple received his first nautical tuition. Having joined the *Cuddalore* in the Strait of Malacca, he quitted the *Winchelsea*, and went on board the former vessel. As the *Cuddalore* went under the secret orders of the governor, it was not thought proper to apply to the council for such a cargo as was necessary in countries where there was no regular communication, and where even provisions could only be purchased by barter. A small cargo was therefore put on board at the expence of the governor, who permitted the commander, Captain Baker, to have one-fourth concern, assigning whatever profits might accrue from the other three-fourths to Mr. Dalrymple. In this voyage the *Cuddalore* visited Sooloo, one of the Manilla islands, where Mr. Dalrymple concluded a treaty with the Sultan Bandahara, and made a contract with the principal persons for a cargo to be brought on the East India Company's account, which the natives engaged to receive at 100 per cent. profit, and to provide a cargo for China, which they engaged should yield an equivalent profit there. After an absence of nearly three years, Mr. Dalrymple returned to Madras. The Company's administration having approved his proceedings, and resolved to send the stipulated cargo, employed him in expediting its provision. It was at first intended that he should have proceeded in the *Royal George* with part of the cargo; an Indiaman was to have followed with the remainder; but the *London Packet* arriving from England, Mr. Dalrymple, for various reasons, recommended that she should be substituted for the *Royal George*. This advice was followed; and on the 31st of May, 1762, he was appointed, by commission, captain of the *London*. The unfortunate issue of this voyage may be ascribed to this circumstance, that the Indiaman which followed the *London* could not find her way to Sooloo, and carried the remainder of the cargo to China, whence it was first sent to Manilla, then in our possession, and from that place to Sooloo, where it was indiscreetly delivered, before the former account was settled. On his arrival at Sooloo, Mr. Dalrymple found that the small pox had swept away many of the principal inhabitants, and dispersed the rest, so that very ineffectual measures had been taken towards providing the intended cargo: and to this disappointment the death of Bandahara soon after the former visit of the English, contributed perhaps still more. These accidents, however, though they frustrated the hopes of profit built upon this expedition, yet did not prevent Mr. Dalrymple

from obtaining a grant for the Company, of the island of Balambangan, of which he took possession in January, 1763, on his return to Madras. As it appeared both to him and his friends that the success of the future intercourse with the eastern islands would depend on the Court of Directors receiving full information on the subject, Mr. Dalrymple resolved to proceed to England for that purpose. Accordingly, in July, 1763, he sailed from Madras, in order to proceed, by direction of the president and council, to Sooloo and China, where he was to embark for Europe. On the 7th of September he arrived at Sooloo, and during his stay there, obtained a grant for the Company of the north end of Borneo, and south end of Palawan, with the intermediate islands. Having visited Manilla and Balambangan, he continued his voyage to China, and thence returned to England, where he arrived in July 1765. Notwithstanding the encouragement he had received from the favourable sentiments expressed by the Company respecting his plans, owing to a change in the administration of their affairs, he received very little countenance from those persons whom he found in office on his return. From this period, Mr. Dalrymple was almost constantly engaged in collecting and arranging materials for a full exposition of the importance of the eastern islands and south seas, and was encouraged by the Court of Directors to publish various maps and charts. In 1769, the sum of 5,000*l.* was given him by that court for his past services, being an equivalent for the emoluments which he had relinquished in 1759, to proceed on the voyage. After having encountered a variety of disappointments, the Company thought fit, on his application in 1775, to restore Mr. Dalrymple to his standing on the Madras establishment, as a member of council, and he was also nominated to be one of the committee of circuit. In the proceeding of the council at Madras, no man, however violent in his animosity or opposition, could ever impute to him any want of integrity, or for what he had considered the Company's interest; and he had the satisfaction to find that his conduct obtained the distinguished approbation of the Court of Directors. In April, 1779, Mr. Dalrymple was appointed to the post of hydrographer to the East India Company; and in 1789, the Court of Directors granted him a pension of 500*l.* per annum for life, in consideration of their refusal to allow his claims to that rank which his standing in the Company's service seemed to entitle him. Although it had been long in contemplation to have an hydrographical office attached to the Admiralty, this measure was not carried into effect till the year 1795, when a

memorial, recommending it to his majesty in council, was presented by the Lords Commissioners. The plan was graciously approved, the Admiralty was empowered to appoint a proper person for the hydrographer, and Earl Spencer was pleased to think of Mr. Dalrymple. Having previously obtained the consent of the Court of Directors, he accepted this situation, which he continued to hold till the 28th of May last, when he was dismissed from that office; and his death, which took place on the 19th of the following month, is attributed by his medical attendants to vexation, resulting from that event. He is said to have left behind him a paper, explanatory of the circumstances which led to it; but as these have been the subject of parliamentary notice, we conceive that we cannot close these particulars better than by the following explanation; given in the House of Commons by Mr. Wellesley Pole, the secretary of the Admiralty. He said, "that it was due to the character of the Admiralty department, to state some particulars connected with the dismissal of Mr. Dalrymple from his situation of hydrographer to that board. So far back as the month of November last, an arrangement was ordered by the nobleman at the head of the Admiralty, to supply the commanding officers of his majesty's ships with charts of the different seas in every part of the globe. Mr. Dalrymple was called upon to execute that arrangement; but he declared himself incompetent to its fulfilment, from an ignorance of certain seas, and recommended that a committee of sea officers should be convened for the purpose. Upon this, an investigation took place into the system pursued in the hydrographer's office, when it was found impossible to wade through the confusion in which it was involved, in consequence of the infirmities of Mr. Dalrymple. It could scarcely be otherwise, from the short time at which he attended. He never came until three o'clock, and it was well known that the hydrographer's office was closed at four. This state of things induced the board to insinuate, in a manner the most grateful to his feelings, the propriety of Mr. Dalrymple's retirement; and he was requested to make his application in the usual form, which it was their determination to support with their interest, and to procure for him a suitable allowance. His answer was, that he disdained to make an application, and he would not consent to be superceded. The question consequently resolved itself into this, whether the proposed arrangements for the naval service should proceed, or Mr. Dalrymple be removed? The latter proposition was adopted, and the necessary communication was made to Mr. Dalrymple. Yet, in two days

after, an order of council was made in his favour, unsolicited by him, to provide with liberality for the retirement of a man, of whom he would ever speak with respect, and of whose talents and services he entertained the highest opinion."

CORRECT RELATION OF SHIPWRECKS.

No. XXIX.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

ADDITIONAL PARTICULARS OF THE LOSS OF THE AGATHA,
OF LUBECK.

THE following artless, but highly interesting narrative, was drawn up by a common seaman, one of the crew of the unfortunate Agatha:—

"On the 2d of April, at 2 P.M. sailed from Liebau, the wind at E.N.E. and very fine weather, the loose ice lying about $11\frac{1}{2}$ miles from the shore, but we got through it without doing the least damage to the vessel, at the rate of two miles an hour; then we got into clear water about 3 P.M. with the wind at east-south-east. Little wind, and fine weather on the 4th; at 2 P.M. got sight of Oeland, bearing by the compass 10 deg. north-west, and distance eight or nine miles; at 4 P.M. got close in, and perceived the ice lying about a mile from the shore. The wind was then about west-south-west, and the colonel came to me, and asked me if it was not possible to come to an anchor under the island? I told him, no; for the ice would drift off with wind, and cut the cable; so he asked the captain what was best to be done, and he said he would stand to the leeward till eight o'clock, and then come back to the island; but at eight he would not tack. It then blew a gale of wind from the west, and a very high sea; the vessel made much water, and the pumps were choked with the ballast; by this time the water was partly over the ballast, and the sailors would not bale but very little, by which means the water gained very fast, and the wind was now at west-north-west. At twelve o'clock on the 6th, Mr. Pollen came to me, and asked me what was best to be done; if the vessel was fit to keep the sea or not? I told him it was impossible for the vessel